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# REPORT ON PROGRESS IN MAKING THE AFRICAN CENTRE OF METEOROLOGICAL APPLICATIONS FOR DEVELOPMENT (ACMAD) OPERATIONAL

M90-516

## I. INTRODUCTION

1. It has always been the concern of member States that new institutions should only be created if there are no existing ones that can carry out the functions that are expected of the new one. The African Centre of Meteorological Applications for Development (ACMAD) is one of those new institutions which was created because member States were convinced that no existing institution could perform the functions that were to be assigned to it.

2. This document outlines the progress made, and the constraints being faced, in making ACMAD operational.

## II. THE BACKGROUND AND PROGRESS REPORT ON THE ESTABLISHMENT OF ACMAD

3. The decision by the Conference of Ministers in 1985, through its resolution 540 (XX), to set in motion activities that would result in the establishment of an institution of excellence in the application of meteorology was taken as a demonstration of the seriousness with which member States were determined to deal with the problem which drought was posing as a major factor in the economic crisis that had hit Africa.

4. When, in 1987, the Conference of Ministers, at its twenty-second session decided by resolution 621 (XXII) to establish the African Centre of Meteorological Applications for Development, adopted its constitution and located the Centre in Niamey, Republic of Niger, it was expected that the Centre would become operational within the next twelve months. Consequently the first meeting of the Board of Governors, held in April 1988, worked out, inter alia, the scale of contributions to the recurrent budget of the Centre. This budget was adopted by the ECA Conference of Ministers through resolution 651 (XXIII) of April 1988 on the resources for ACMAD, at its twenty-third session.

5. By its resolution 651 (XXIII) on Resources for the African Centre of Meteorological Applications for Development (ACMAD), the ECA Conference of Ministers requested the Executive Secretary, in close collaboration with the Secretary-General of WMO, to continue carrying out all necessary activities to make the newly established Centre operational.

6. Since the inaugural meeting of the Board of Governors of ACMAD and the adoption of resolution 651 (XXIII), ECA and WMO have continued to work relentlessly in trying to mobilize the international community to support the Centre financially and technically as outlined below. However, the recommendations of the Board, resolution 651 (XXIII) and the time-table of activities approved by the policy organs could not be implemented as planned due to resource constraints and the difficulty in recruiting consultants to work on a comprehensive programme document, giving specific technical and financial details of the Centre. However, a final draft of the programme document for activities of the Centre was submitted to the second meeting of the Board of Governors in June 1989. The approved programme document was then used as the basis for negotiations with potential donors.

7. At the first technical level meeting between ECA, WMO and the potential donors in February 1988, the need for a statement regarding the economic benefits of ACMAD was expressed since such a document would ensure support for the Centre from member States and, particularly, from the funding agencies. Consequently, with the financial assistance of UNDP, a detailed programme document was prepared by ECA, WMO and FAO with the assistance of consultants.

8. The estimates for the resources needs of ACMAD during the initial phase, up to 1993, were estimated at SUS 20 million. Of this amount, the recurrent budget would be SUS 5 million which member States were to contribute as requested in resolution 651 (XXIII). For mobilizing the resources from member States for ACMAD, a letter was written to member States, requesting them to implement resolution 651 (XXIII) on the "Resources for ACMAD" and ratify the constitution as well as pay their contributions in order to operationalize the Centre including immediate recruitment of the Director-General and to demonstrate to potential donors the commitment of member States to the establishment of the Centre.

9. The second meeting of the Board, held in Addis Ababa from 26 to 28 June 1989, reviewed with great concern the problems being encountered in the slow rate at which ratification was taking place and the lack of contributions from member States. It was noted that, for it to become operational the Director-General and the core staff must be recruited. This could not be done since only Malawi had so far contributed. Furthermore, the interest of the donors could not be well sustained if member States did not demonstrate their commitment to the Centre by ratifying the constitution as well as paying their contributions. These problems were duly reported to the Conference of Ministers at its twenty-fourth session in April 1989 and, in consideration of which resolution 672 (XXIV) was adopted, urging member States to ratify the constitution and pay their contributions.

10. The situation of ratification of the Constitution of the Centre and payment of contributions is now as follows:

(a) Ratification: (Twelve countries): Burkina Faso, Burundi, Cameroon, Ethiopia, Guinea, Malawi, Mauritius, the Niger, Nigeria, Togo, Tunisia and Senegal:

(b) Contributions: (One country): Malawi.

11. As can be seen, the number of countries that have so far ratified the constitution does not reflect the high enthusiasm expressed by member States in 1985 for establishing ACMAD. Despite of this situation, ECA and WMO have continued to respond to the request of member States to mobilize support for the Centre from donor countries who, on their part, will always consider the level of commitment of the member States before pledging to provide support.

12. Pursuant to resolution 672 (XXIV), of April 1989, on Making Operational the African Centre of Meteorological Applications for Development as well as

resolution 651 (XXIII) of April 1988 on Resources for the African Centre of Meteorological Applications for Development, a meeting of potential donors to ACMAD, convened by ECA and WMO, was held in Geneva on 28 October 1989.

13. After considering the progress made in the establishment of the Centre and the financial resources that would be required to make it operational, the potential donors were firmly convinced of the need for the Centre and pledged their support. France offered to assist with some of the technical facilities and equipment, expertise and support for a number of operational activities details of which would be worked out later between ECA, WMO and the Centre. Belgium indicated that its Government would contribute equipment and expert services in the area of data collection, processing and storage, while the United Kingdom accepted to assist with training of technical staff for the Centre as well as in establishing telecommunications links to the weather centre at Bracknell in the United Kingdom. The representatives of other donors, notably China, Finland and Japan, indicated that they would provide support for various components of the Centre when the necessary bilateral contacts are made with their various governments.

14. United Nations agencies - UNDP, UNEP, FAO and UNSO - as well as the World Bank, the African Development Bank and the Islamic Development Bank also confirmed their commitment to the Centre and modalities for their participation would be worked out later on with ECA and WMO.

15. It must be pointed out that the host country, Niger, has already provided temporary premises for the Centre to begin operations immediately and land for the construction of the permanent site. Housing and transport facilities have also been made available for the Director-General.

16. Furthermore, the job description for the Director-General of the Centre was finalized and the post advertised in October 1988, based on the conditions stipulated in the Staff Rules and Regulations of ACMAD, as approved at the inaugural meeting of the Board of Governors. Applications were received. It was hoped that the Director-General would be recruited so that the Centre could start operations by July 1990. Although applications were received, interviews could not be held because of lack of funds.

17. These are the activities that the secretariats of ECA and WMO have taken. Unfortunately, the reaction of member States, in not co-operating among themselves regarding the implementation of their commitments to the Centre, is reducing their credibility with the potential donors.

## III. CONCLUSIONS AND RECOMMENDATIONS

18. Since 1985 when, by its resolution 540 (XX), the Conference of Ministers decided to establish ACMAD, member States have been kept informed by ECA and WMO of the progress in the establishment of the Centre as a result of which three resolutions have, since 1987, been adopted by the Conference of Ministers, namely 621 (XXII) of 1987, 651 (XXIII) of 1988 and 672 (XXIV) of 1989 all expressing the urgency for making the Centre operational. Despite all that, only twelve

countries out of fifty member States have ratified the constitution and worse still only one out of fifty has paid its contribution to the budget as requested by resolution 651 (XXIII).

19. In spite of the favourable reaction from the international community, the Centre cannot be launched without the recruitment of the core staff. The recruitment of the core staff depends entirely on the contributions from member States for the recurrent budget of the Centre.

20. As it now stands, the applications which have been received for the post of Director-General, interviews cannot be conducted because this will give the false impression that contributions have been made from which he will be paid. If this situation persists, ACMAD will only exist on paper and will never ever take off. It is worth noting that the current economic crisis in Africa puts many strains on the capacity of African countries to make their financial contributions to regional and subregional organizations. However, member States were fully aware of this situation and of the serious financial problems in which a majority of the regional and subregional institutions are, when they decided to establish ACMAD and when they adopted the scale of contributions to the recurrent budget of the Centre. The donor community is also fully aware of this and has in most cases, insisted on knowing how many member States have ratified the constitution as a sign of commitment and, most important, how many have paid their contributions.

21. Although the donors have made commitments, member States have not, as yet, demonstrated their commitment to the Centre through the ratification of its constitution and payment of their contribution to its recurrent budget. The interest manifested by donors so far can only be sustained if African member States participate actively in the operations of the Centre. Therefore member States must demonstrate their continued commitment to the Centre by ratifying the constitution and paying their contributions to its recurrent budget.

22. It would appear from the rate of ratification and payment of contributions that the majority of member States are reluctant to implement the decision establishing ACMAD. If the decision is to continue with the activities of making the Centre operational, a definite deadline must be set by this Conference for the contributions beginning from April 1982 when annual scales of contribution were adopted. Furthermore, if member States decide to continue, it would be strongly recommended that the membership of the Board of Governors be reviewed to include only those member States that have so far ratified the constitution of the Centre and/or paid their contributions.

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# PROGRESS REPORT ON THE PREPARATION OF THE PROGRAMME FOR THE SECOND UNITED NATIONS TRANSPORT AND COMMUNICATIONS DECADE IN AFRICA

M90-505

## I. INTRODUCTION

1. The preparatory activities for the second United Nations Transport and Communications Decade in Africa (UNTACDA II) were set in motion by the decision taken by the Conference of African Ministers of Transport, Communications and Planning at its sixth meeting in Kinshasa, Zaire, in March 1988 when it passed resolution ECA/UNTACDA/Res.88/79 calling for the second Decade programme. This decision was based on the evaluation results of the first Decade programme which pointed out that one of the major shortcomings of that programme had been inadequate planning and designing of the programme, including lack of criteria and mechanisms to prioritize and assess the projects. Thus, the following preparatory activities were undertaken during 1989, culminating in the approval, by the Conference of Ministers at its seventh meeting held in Tangiers, Morocco in November 1989, of the objectives, strategies and guidelines for the preparation and implementation of the programme.

## II. ACTIVITIES OF THE INTER-AGENCY CO-ORDINATING COMMITTEE

2. The Inter-agency Co-ordinating Committee (IACC) of UNTACDA held three meetings during the year in order to prepare the programme of UNTACDA II.

3. The twelfth meeting of the IACC was held from 14 to 17 March 1989. The meeting thoroughly examined the proposals made by ECA and, after several improvements, created two committees to draft the objectives and strategy of UNTACDA II, and the guidelines for the preparation of the UNTACDA II programme. At its close, the meeting decided that it would be necessary for each participant to take these two draft documents back to his/her organization for a thorough analysis of the issues involved. Any changes in the draft documents that might result from these internal discussions were to be forwarded to ECA for inclusion in the revised draft document on UNTACDA II.

4. In view of the complexity of the issues involved in the preparation of the programme, the IACC created two sub-committees, in accordance with the recommendations of the Ministers, namely the Resource Mobilization Committee (RMC) which is composed of OAU, ADB, UNDP, World Bank, EEC and ECA, and the Steering Committee on Criteria for the Selection of Projects. The two committees were requested to meet and submit their reports to the thirteenth meeting of the IACC scheduled for June 1989.

5. The thirteenth meeting which was held from 29 to 30 June 1989 considered the reports of the two sub-committees that it had created during the previous meeting, namely the Committee on Criteria and the Resource Mobilization Committee, in addition to the document on objectives, strategies, and guidelines which had been revised on the basis of written comments received from some members of the IACC.

6. The outcome of this meeting was a further refinement of the strategies and guidelines, which incorporated the terms of reference drafted by the Resource Mobilization Committee. As regards the report of the Ad hoc Committee on Criteria, the meeting decided to expand its membership [illegible] work up to November 1989. It was also decided at this meeting that the fourteenth meeting of the IACC would be held in Tangiers, prior to the seventh meeting of the Conference of Ministers in order to finalize other aspects of the strategies and guidelines for preparation and implementation of the programme.

7. The ESC held its first meeting in June 1989 to formulate and submit its draft terms of reference to the thirteenth meeting of the IACC for consideration. The African Development Bank also accepted the responsibility of chairmanship of the ESC. At its second meeting which took place in early November prior to the fourteenth meeting of the IACC the ESC drew up its action plan for the preparatory period as well as for the implementation phase of the programme.

8. An important part of the guidelines for the preparation of the programme is the clear definition of criteria for the purpose, on the one hand, of serving as directives for all concerned in initiating projects and on the other as a reference tool for the lead agency by which it would ensure that projects submitted for inclusion in the programme conform to the global objectives and strategies of the decade. The Committee on Criteria also met prior to the fourteenth meeting of the IACC in November 1989 and presented the criteria for the needs of the IACC for consideration and recommendation to the Conference of Ministers for adoption.

9. It was also felt that since the IACC is composed of agencies which are deeply involved in the field of transport and communications in Africa it would be useful to solicit other independent points of view regarding the programme. Thus a workshop on the problems of development in African transport and communications systems was organized by ECA from 21 to 25 September 1989 at which high-level experts in the field consisting of practitioners as well as academics both from within and outside Africa participated. The workshop was designed to solicit independent (that is non-governmental and non-IACC) opinions on the development issues. The recommendations of the workshop were submitted to the fourteenth meeting of the IACC.

10. The IACC subsequently held its fourteenth meeting in November 1989 in Tangiers in order to finalize the proposed objectives, strategies and guidelines for UNTACDA II before submitting it to the 7th meeting of the Conference of Ministers for approval. In particular the following sections were further elaborated: definition of criteria for selection of projects, the activities of the ESC, the composition and activities of various working groups which have been set up to prepare the programme, time-table for the preparation of UNTACDA II and the mechanism for the establishment of national co-ordinating committees as well as their role in the preparation and implementation of the Decade programme by each member State.

## III. KEY ELEMENTS OF THE PROGRAMME OF UNTACDA II

11. The key elements of the programme preparation which were approved by the Ministers in Tangiers are summarized in the subsequent section. The detailed programme is contained in document entitled E/ECA/IACC/TRANSCOM/17 Rev.1 of 9 November 1989 (UNTACDA II - Objectives, Strategies and Guidelines).

### A. Goal and objectives

12. A total of 10 global objectives are defined around the overall goal of the programme. These global objectives are further specified for each sub-sector as appropriate. The goal and global objectives are as follows:

#### (a) Goal

13. The goal of the Decade programme is to establish an efficient integrated transport and communications system as a basis for the economic integration of Africa

and to facilitate national and international traffic, so as to foster trade and the achievement of self-sustaining economic development envisaged in the Lagos Plan of Action (1980) and subsequent African regional and subregional economic restructuring and development programmes.

(b) Global objectives

14. Objective 1: Implementation of phased and sustained programme of development and management of transport and communications infrastructure taking particularly into account the needs and requirements of young and land-locked countries.

15. Objective 2: Rehabilitation, upgrading and maintenance of the most critical elements of the existing infrastructure and equipment so as to improve their efficiency and capacity utilization, as well as prolong their economic life.

16. Objective 3: Improvement of human resources planning, development and utilization in order to enhance the quality and availability of manpower at all levels for efficient management and operations of transport and communications systems.

17. Objective 4: Improvement of operational efficiency, quality and reliability of service in transport and communications sectors by implementing appropriate policies and administrative measures that will increase their cost-effectiveness, productivity and profitability, while at the same time ensuring social and economic development.

18. Objective 5: Establishment of information systems on transport and communications as a basis for planning and sound management and promotion of investments.

19. Objective 6: Development of manufacturing capabilities in order to cope with the rapid changes in technology and evolution in the transport and communications market and to reduce national requirements for foreign exchange for the procurement of spare parts, components and equipment.

20. Objective 7: Improvement of transport safety and security as well as the strengthening of transport-related environmental protection measures.

21. Objective 8: Improvement of transport and communications in rural areas where the majority of the population lives and where the greatest potential of economic production takes place.

22. Objective 9: Improvement of urban transport to meet the needs of the rapidly growing urban population.

23. Objective 10: Establishment and strengthening of international liaisons in the field of transport and communications.

2. Strategy

24. In drawing up the programme for the [illegible] period should be taken of the macro-economic environment in which the programme lies. This environment defines the constraints within which the programme will be implemented. Thus, for the success of the programme, the following general strategy is proposed.

25. Focus. The programme should focus on the key problem areas which require regional/subregional co-operation for their solution.

26. Flexibility: A reasonable flexibility should be built into the programme to allow correction and re-orientation as needed during its implementation. It is proposed that a review of the programme be carried out every two or three years in addition to a mid-term in-depth evaluation in 1995.

27. Promotion of the programme: An effective and promotion of the programme and activities is necessary mode in order to publicize the Decade.

28. Survey of transport and communications in Africa: A general survey on transport and communications in Africa should be conducted in order to update information on the level of development. Similar surveys will then be conducted at the mid-point and end of the programme as a basis for evaluating the progress achieved during the Decade.

29. Monitoring mechanism: The Economic Commission for Africa, as lead agency for the programme, should set up a mechanism for monitoring the implementation of the programme. In this regard, the sub-regional offices could also play an important role by providing ECA with information regarding projects, national plans and funding secured for implementing national projects.

30. Multisectoral approach: The programme will be designed to respond to some specific demands from other sectors such as agriculture, mines, population, industry, trade, etc.

31. Responsibility for projects: National governments will have the responsibility to identify, formulate, appraise, finance and implement national, sub-regional and regional projects with regard to the multinational impact of joint co-investment and investment nature. International organizations may also initiate projects and programmes in their field of competence in collaboration with the member States, sub-regional and regional organizations and ECA. In addition, sub-regional and regional organizations shall have the main responsibilities in respect of selected sub-regional investment projects, more and more pre-investment sub-regional projects should be assigned to sub-regional and intergovernmental specialized organizations for implementation. ECA shall be responsible for co-ordinating all projects and programmes in order to ensure consistency with the objectives of the Decade and avoid duplication of effort.

32. Collection of information: This objective may be achieved by requiring that project submissions include statistics on the development of the sector in the country as well as information on related projects. Additionally, the NCC should be required to provide regular information on projects and statistics on development indicators.

33. The lead agency, with the guidance of the ESC, will review and harmonize the strategies and programmes to ensure that they are in line with the objectives of the Decade and the selection criteria.

34. In addition to the above general considerations, the aspects of the strategy concerning criteria for project selection, co-ordination of the programme at national level, mobilization of resources and the organization of working groups to prepare the programme are further described in the following sections.

(a) Criteria for selection of projects

35. It is understood that there will be two types of projects: capital projects and non-capital projects, the latter comprising projects addressing policy reform measures, institutional strengthening and development capabilities, research, training and human resources development, development of transport data and

detailed engineering studies. In designing and preparing Decade projects, particular attention will be given to:

(a) Promotion of national socio-economic development and impact of projects on subregional or regional integration;

(b) Development of local expertise and the increase of national capacity by using, as much as possible, the available local human and other resources;

(c) Promotion, as far as possible, of the integration of women and youth in development;

(d) Development of appropriate technology and transfer and adaptation of foreign technologies.

26. Specifically, all projects to be included in the programme of the Decade must meet the following criteria:

(a) They must contribute towards one or several objectives of UNTACDA II;

(b) They must be included in the national development plans or programmes;

(c) Capital projects must demonstrate social, economic and technical feasibility and/or other demonstrable benefits;

(d) Projects must conform to environmental policies and programmes;

(e) The existence of appropriate and adequate institutional capability to carry out the project must be demonstrated;

(f) Both recurrent costs and the local component of capital costs must be clearly established and their financing adequately provided for;

(g) In addition to the criteria listed above, which apply to both national and regional projects, the following criteria should also apply to regional and subregional projects:

(i) the project must be included in the work programme of an IGO, a United Nations specialized agency or any other similar body and must demonstrate that the countries have been involved in its formulation and have expressed their commitment to its implementation; and

(ii) the project must involve more than one country and promote subregional or regional co-operation and integration.

(b) National co-ordinating committee

27. In accordance with the general strategy set out, a national co-ordinating committee will be set up in each country to be the focal point for co-ordinating subregional and regional programmes with the national programme. It should comprise:

(a) Representatives of government departments, particularly ministries responsible for economic planning, transport, telecommunications, postal services, broadcasting and environment;

(b) Operators of transport and communications infrastructures and related services;

(c) Participants in the transport and communications industries (transporters, freight carriers, manufacturers and other suppliers of services); and

(d) Various groups and users.

38. Those groups will be made up of people with long experience in the sector and who deal, in their activities, with problems relating to transport and communications.

39. Each country will designate a national co-ordinator who will be responsible for directing the activities of the NCC. The NCC will be the focal point for co-ordinating all activities related to transport and communications matters. It is expected that the NCC will carry out the work in close collaboration with the UNDP Office, which will be able to participate actively in the activities of the committee.

40. During the preparation period it should:

(a) Assist the country in the preparation of papers which outline the country sectoral strategies and objectives and integrate them with those aspects of the Decade's objectives which are relevant to their implementation, emerging national transport and communications policies and sectoral development plans, on the basis of guidelines given by the international workshop;

(b) Ensure that the competent authorities of the country accord the right priority to programmes and projects which contribute the attainment of the Decade objectives; and

(c) Provide the lead agency and sub-regional organizations with information on the national transport and communications sectors.

41. During the implementation phase, the NCC should:

(a) Assist the government in the establishment of sectoral priority programmes and targets, particularly those relating to the attainment of the Decade objectives;

(b) Assist the government and the NDC to search for local financing for the priority projects and programmes of the Decade;

(c) Co-ordinate the execution of the national programmes and projects, in relation with the sub-regional organizations; and

(d) Provide ECA, through UNDP, with progress reports necessary for the follow-up and implementation of the Decade programme.

42. The NCC should also on a permanent basis:

(a) Formulate appropriate recommendations on the policy, planning and co-ordination of the transport and communication sectors, for the purpose of harmonizing government action in those sectors to contribute more effectively to the economic development of the country and to the economic integration of Africa;

(b) Collect and disseminate, after adequate processing, information on the transport and communications sectors; and

(c) Promote the search for the development of technology and technical innovation and enhance the role of professional associations in the transport and communications sectors and related activities.

43. In order to ensure that the national activities are conducted at an approximately equivalent level of expertise and also at about the same time, it is desirable that close consultations be carried out within each country. The NCC will be considered part of the co-ordination mechanism for the implementation of UNTACDA II and, therefore, will be provided with guidelines, technical support and other relevant information.

44. It is also suggested that each country should initially focus on a limited number of objectives. The achievement of early results in the fields related to these objectives will provide the stepping stones for subsequent broadening of the scope of activities during the remaining period of the Decade.

(c) Mobilization of resources

45. The Resource Mobilization Committee is, above all, charged with the effective marketing of the Decade programme. To this end, it will strive to establish methods for effective mobilization of resources for the programme.

46. During the preparatory period, 1989-1990, it will aim, among other things, at:

(a) Advising the lead agency and the IACC on the guidelines for the preparation of the programme of each agency or group of agencies, on the follow-up of the preparatory activities and on the co-ordination and harmonization of their programmes;

(b) Searching for financial and technical resources for assisting agencies with the preparation of their Decade programme; and

(c) Sensitizing member States of the need to give the highest priority to projects geared to achieving the key objectives of the Decade and to include the projects in their national priority programmes.

47. During the Decade period, the work of the Resource Mobilization Committee will be to:

(a) Recommend to the IACC the projects which should be accorded higher priority in view of the prevailing macro-economic environment in Africa and the resulting financial constraints as well as the development needs of the sector;

(b) Actively promote the programme and priority projects within and outside Africa by, inter alia, disseminating information on the Decade projects among the various financing institutions;

(c) Mobilize financing for national projects by organizing donor conferences and by motivating and raising awareness of major financial institutions and agencies of the need to finance these projects through workshops, seminars and round-tables;

(d) Continue to sensitize member States to accord priority to the Decade programme and projects geared to achieving development of rural areas and also to assist member States in the preparation of national projects which aim at achieving the above-mentioned general and overall objectives of the Decade;

(e) Search for financing for the implementation of regional projects (involving two or more member States) which have demonstrated economic viability;

(f) Search for financing for the implementation of the priority projects and activities of the various agencies and subregional economic and regional specialized organizations with the aim of achieving the Decade objectives;

(g) Undertake regular reviews of resource mobilization efforts and to submit its reports and recommendations to the Conference of Ministers through the IACC; and

(h) Prepare annual reports on the impact of the financial and macro-economic conditions on the development of the transport and communication sector in Africa and submit such reports to the IACC for consideration and distribution to member States.

(d) Working groups

48. Two types of working groups will be established: four subregional and seven subsectoral working groups whose tasks will be to assess the existing situations, identify bottle-necks impeding the realization of the Decade objectives, recommend strategies (policy options, institution building, studies, investments), identify the newest possible quantifiable goals and time phases as well as propose measurable indicators and prepare the programmes.

1. Subregional working groups

Eastern and Southern: ECA, OAU, PTA, SADCC/SATCC, CEPGL, KBO, IGADD, Indian Ocean Commission, Northern Corridor Authority

Central Africa: ECA, OAU, ECCAS, CEPGL, UDEAC, Lake Chad Basin Commission, CILSS, ABN/ONMAE.

West Africa: ECA, OAU, ECOWAS, MRU, CEAO, OMVS, OMVG, CILSS, ABN/ONMAE, Lake Chad Basin Commission, Liptako-Gourma Authority, UMAT.

North Africa: Study of the economic community organization covering all the countries for this subregion. ECA, OAU and the newly created Maghreb Arab Union will prepare the programme in consultation with the other non-Maghreb countries.

2. Subsectoral working groups

(i) Roads: ECA, World Bank, OAU, ADB, trans-African highway authorities, ILO, UNDP, UNCTAD.

(ii) Railways: ECA, World Bank, UAR, OAU, ADB, ILO, UNDP, UNCTAD.

(iii) Air transport: ECA, AFCAC, AFRAA, ICAO, OAU, UNDP, ADB, ASECNA, UNCTAD.

(iv) Maritime, inland water and multimodal transport: ECA, UNCTAD, IMO, MINCONMAR, ISCOS, OAU, UNDP, Port Management Associations, ILO, AMTA, ADB, World Bank.

(v) Telecommunications and broadcasting: ECA, ITU, PATU, OAU, ADB, UNDP, UNESCO, URTNA.

(vi) Postal services: ECA, UPU, PAPU, OAU, UNDP.

(vii) Urban transport: ECA, OAU, World Bank, Africa Section of International Bus Owners Association, IAR, UNDP

49. ECA will convene the first meeting of each working group at which the working group will elect its leader who will have the responsibility for directing its work. ECA, in consultation with the leader of the working group, will then convene subsequent meetings of the working group.

50. The subregional working groups shall be free to seek technical support of any specialized agency. Similarly, the subsectoral working groups shall be free to invite international subsectoral non-governmental organizations to participate in their meetings, such as the International Air Transport Association (IATA), the International Road Federation (IRF), the International Association of Lighthouse Authorities (IALA), the International Association of Ports and Harbours (IAPH), the International Railway Union (IRU), etc.

## IV. TIME-TABLE FOR THE PREPARATION OF THE PROGRAMME

51. In approving the objectives, strategies and guidelines, the Ministers of Transport, Communications and Planning set the following time-table for the preparation and launching of the programme:

| Date | Activities |
|---|---|
| December 1989 | Lead agency distributes guidelines for working groups and criteria for project selection together with a time-table for preparatory activities to all agencies and governments. |
| January-February 1990 | First meeting of the working groups to draw up their work programmes and distribute work among their members. |
| March-April 1990 | RMC assists working groups to identify their technical assistance needs and proceeds to seek such assistance. |
| July-August 1990 | Subregional working groups meet in their respective subregions to prepare their strategies. |
| October-November 1990 | Subregional meeting of member States, subregional and sectoral working groups to combine the various strategies into a single strategy for each subregion. |
| December 1990 | Eighth meeting of the Conference of Ministers to review progress in the preparation of the programme. |
| January 1991 | Regional meeting comprising subregional organizations, specialized agencies and sectoral intergovernmental organizations to consolidate the strategies and programmes for the preparation of the programme. |

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| March–April 1991 | Meetings of the IACC and the Conference of Ministers to approve the programme of the first phase of the Decade. |
| April 1991 | ECA Conference of Ministers to approve UNTACDA II. |
| July 1991 | ECOSOC to review and forward the UNTACDA II programme to the General Assembly. |
| September 1991 | General Assembly of the United Nations to launch UNTACDA II. |

## 5. CONCLUSION

52. In approving the preparatory activities for the Decade, the Ministers re-emphasized the need to closely involve the member States in all phases of the programme and also to promote the use of African experts. In this regard, the working groups will prepare their strategies and programmes in close collaboration with the member States.

53. The Ministers also adopted eight resolutions which will form part of the guidelines for the preparation of the programme. These are on the programme of the second Decade, the feasibility study on the Regional African Satellite Communication System (RASCOM), implementation of the Yamoussoukro Declaration on a new African air transport policy, transport corridors in Africa, trans-African highways and road safety, maritime transport and air travel security.